

POMRIL
Pure Non-alcoholic
APPLE JUICE.
For Dozen Quarts \$6.00.
For Dozen Plates \$2.50
H. Price & Co.

The China Mail

ESTABLISHED 1845.

CLUB WHISKY
First Value in the Colony.
\$14.00 Per Dozen.
H. Price & Co.

No. 18,151.

號六廿月五年五零百九千一英

HONGKONG, FRIDAY, MAY 26, 1905.

日三十月四年巳乙

PRICE, \$8.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for

EUROPE.

Parcels and Goods shipped to all parts

of the World.

All Expenses, including Duty and other

destination charges, may be paid by sender,

or otherwise as desired.

Goods received for Storage, Packing,

Shipment of Transhipment.

Estimates for Freight and other charges

upon receipt of Cubic Capacity, Contents,

Weight and Value.

CHINA PARCEL EXPRESS.

Office: 3, DUNDRELL STREET.

Hongkong, December 5, 1904.

Intimations.

NOTICE.

PACIFIC MAIL STEAMSHIP

COMPANY.

OCCIDENTAL & ORIENTAL STEAM

SHIP COMPANY.

TOYO KISEN KAISHA.

NOTICE.

FROM Today, and until further notice,

Mr S. SILVERSTONE will assume

Charge of the Hongkong Agency of the

above Companies.

L. W. TILDEN,

Agent.

Hongkong, May 26, 1905.

PACIFIC MAIL STEAMSHIP

COMPANY.

OCCIDENTAL & ORIENTAL STEAM

SHIP COMPANY.

TOYO KISEN KAISHA.

NOTICE.

I have Today ASSUMED CHARGE of

the Hongkong Agency of the above

Companies.

S. SILVERSTONE,

Agent.

Hongkong, May 26, 1905.

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous

goods for Storage in well ventilated

and lighted EUROPEAN FIRST CLASS

GODOWN, CENTRAL POSITION.

Rate of Hire 1/6 per cubic foot only.

For Particulars, apply to

LUTHERS, HINSMANN & CO.

Hongkong, May 15, 1905.

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally

of Hongkong that we have just

OPENED a First-class Hairdressing

Saloon at the above address. We make Cleanliness a

Speciality.

VICENTE DARCEN LLA, Proprietor.

Hongkong, April 10, 1905.

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment

is promptly executed. Neatness a

Speciality. Ironing and Washing done

by experienced Japanese. PRICES MODERATE.

G. MONYER, Proprietor.

Hongkong, February 18, 1905.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN

MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of

second-hand Pianos from \$200 up-

wards, and a written guarantee for a

period of TWO Years given for each

instrument.

A large assortment of records at the

low figure of \$1.80 each, 5% on wholesale

orders.

The largest and most varied Stock of

Musical Instruments in the Colony. Our

workmen are experienced men.

WE DEFY COMPETITION.

Inspection Invited.

Hongkong, March 3, 1905.

THE POPULAR

SCOTCH

IS

BLACK & WHITE



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

H.M. THE PRINCE OF WALES

Supplied to all the Leading Clubs and

Hotels, and can be obtained from LANE

GLAWFORD & Co., Queen's Road

Central.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:

446, KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,363 tons, Captain R. D. Thomas.
s.s. FATSHAN, 2,360 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 1 p.m. (See Special Sum-
mer Time Table).
Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hanlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willcox.

s.s. NANNING, 568 tons, Captain C. Barchard.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 373 Tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 8 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Compliments.

Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 29, WYNDHAM STREET.

HARRIS KEENEY COMPANY

BE to announce that they HAVE OPENED A SHOW ROOM in PEDDER

STREET, next to the Post Office, just opposite the main entrance to the Hong-

kong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD

FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

Hongkong, April 22, 1905.

IF YOU WANT A

GOOD STEAK

VISIT

SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VŒUX ROAD.

Hongkong, March 29, 1905.

FIVE POINTS

ABOUT

'SINGER' SEWING MACHINES.

PRICES CHEAPER THAN AT HOME.

FIVE YEARS' GUARANTEE.

FREE INSTRUCTION.

EASY PAYMENTS.

FREE REPAIRS AND CLEANING.

Hongkong, March 23, 1905.

BOVRIL

gives you
Strength.

BOARD AND ROOM WANTED.

IN a FAMILY for YOUNG GENTLE-

MAN to arrive shortly; about \$100.

Apply

Care of 'CHINA MAIL' Office.

Hongkong, April 18, 1905.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO

THE MANAGER.

Hongkong, April 18, 1905.

* CHEE WING & CO. *

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS and TEES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900.

WASHING BOORS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE
MOST
RELIABLE
PACKING
FOR
MARINE
ENGINES

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE: 6, DES VŒUX ROAD.

NEW STOCK OF CABIN TRUNKS, SOLID SOLE LEATHER, CANVAS, WOOD, &c.

A LARGE SELECTION OF
KIT BAGS, SUIT CASES,
AND EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

STAG HOTEL,
148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, November 3, 1904.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway, Terraces, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-East Winds in

Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL

Terms:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.

Hongkong, March 27, 1905.

CABLE ADDRESS: 'PEACEFUL.'

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 39 years'

experience in tattooing is a guarantee of good work and prompt execution. My

Colours are absolutely fast and perfectly harmless, and produce a charming effect not

attainable by any other, as their composition is only known to me. H. R. H. The Duke

of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;

besides many others of High Rank. Prices Moderate and satisfaction guaranteed as

attested by 3700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904.

N. LAZARUS,

OPTICIAN, 10, D'AGUILAR

STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904.

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 6, 1904.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE

\$9.75 per case.

LATEST AWARD:

GOLD MEDAL

AT ST. LOUIS EXHIBITION.

Hongkong, May 24, 1905.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905.

FAIRALL & CO.

SEASON'S NOVELTIES
IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905.

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

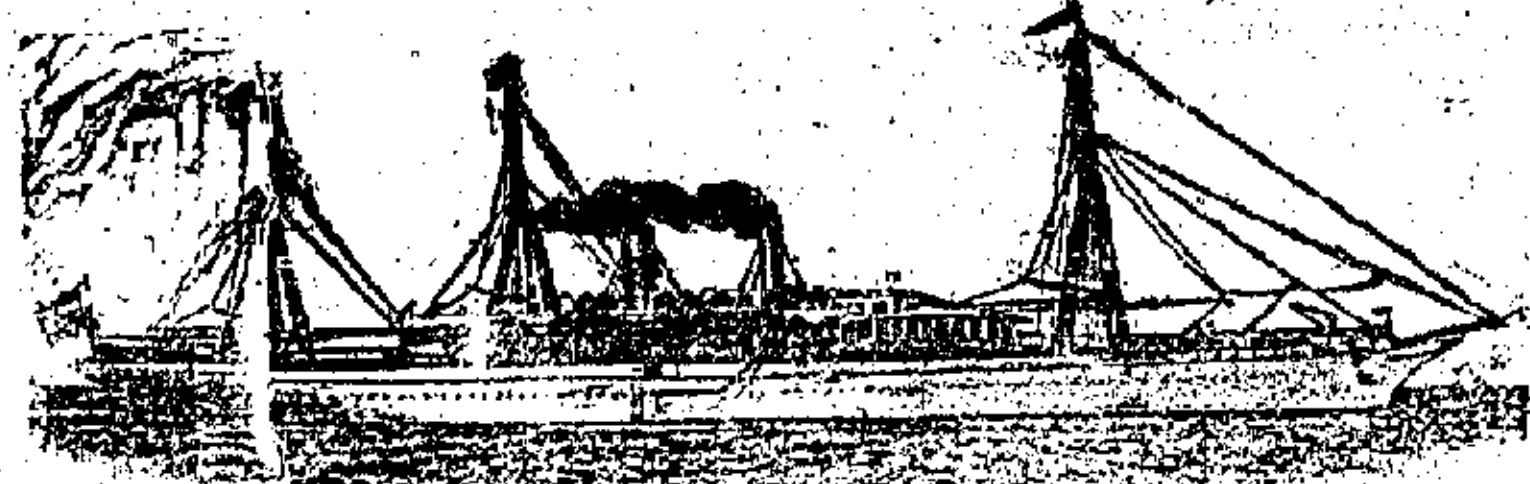
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE
named—

FOR	STEAMER	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, MOI AND KOBE (Passing through the INLAND SEA).	PALMA	About 27th May.	Freight only.
SHANGHAI	NUBIA	About 2nd June.	Freight and Passage.
LONDON, &c.	MALTA	From 3rd June.	See Special Advertisement.

For further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Saving 3 to 7 Days across the Pacific.

From	Steamer	Departure
HONGKONG to London, 1st Class	St. Lawrence	£60. via New York £62.
Intermediate on Steamers		£40. "
and 1st Class Rail		£42. "

THE magnificent "EMPERESS" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

R.M.S. "EMPERESS OF CHINA" 6000 Tons, WEDNESDAY, June 21.
R.M.S. "EMPERESS OF INDIA" 6000 Tons, WEDNESDAY, June 21.
R.M.S. "EMPERESS OF JAPAN" 6000 Tons, WEDNESDAY, July 5.
R.M.S. "EMPERESS OF CHINA" 6000 Tons, WEDNESDAY, Aug. 2.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.
Intermediate on Steamers, £40. " and 1st Class Rail, £42. "

THE magnificent "EMPERESS" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
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R.M.S. "EMPERESS OF CHINA" 6000 Tons, WEDNESDAY, Aug. 2.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.
Intermediate on Steamers, £40. " and 1st Class Rail, £42. "

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILING FROM HONGKONG, via INLAND SEA OF JAPAN,
MOI, KOBE & YOKOHAMA, FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
ARAGONIA	5198	SCHULZ	June 8, 1906.
NUCOMEDIA	4370	WAGNER	June 26, 1906.
NOMANIA	4870	BRUNING	July 16, 1906.
ARADIA	4483	METSKHIN	Aug. 6, 1906.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For freight rates of Freight and further information,
consignments with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 26, 1906

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, AND SOUTH
CHINA COAST PORTS & FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW	PROTEUS	SUNDAY, May 28, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW.	TRIUMPH	TUESDAY, about May 30.
ANING, via SWATOW AND AMOY.	BJORNSON	WEDNESDAY, about May 31.
TAMU, via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 4th June, 8 a.m.

For Freight, Passage and further information, apply to BRADLEY & CO.,
Late

OSAKA SHOSHEN KAISHA.

Hongkong, May 24, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To SAIL
ELIADIS	2763	P. G. Purington	About June 30.
SHAWMUT	2606	R. V. Roberts	About July 12.
TREMONT	2606	T. W. Garlick	About Aug. 8.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric light in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, May 9, 1906.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAPA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	GLASGOW	28th June.
GLASGOW AND LIVERPOOL	GLASGOW	18th June.
GLASGOW AND LIVERPOOL	GLASGOW	18th June.
GLASGOW AND LIVERPOOL	GLASGOW	18th June.
GLASGOW AND LIVERPOOL	GLASGOW	25th June.
GLASGOW AND LIVERPOOL	GLASGOW	2nd June.
GLASGOW AND LIVERPOOL	GLASGOW	9th June.

HOMEWARDS.

FROM	STEAMERS	DATE
AMSTERDAM, LONDON & ANTWERP	AMSTERDAM	8th June.
* GENOA, MARSEILLES & LIVERPOOL	GENOA	24th June.
AMSTERDAM, LONDON & ANTWERP	AMSTERDAM	8th June.
LONDON, AMSTERDAM & ANTWERP	LONDON	4th July.
LONDON, AMSTERDAM & ANTWERP	LONDON	18th July.
* GENOA, MARSEILLES & LIVERPOOL	GENOA	1st August.
LONDON, AMSTERDAM & ANTWERP	LONDON	15th August.
* GENOA, MARSEILLES & LIVERPOOL	GENOA	20th August.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, B.C.	VICTORIA	21st June.
YAGASAKI, KOBE & YOKOHAMA	YAGASAKI	21st June.

Hongkong, May 24, 1906.

CHINA NAVIGATION CO., LD.

FROM	STEAMERS	DATE
SHANGHAI	SHANGHAI	27th May.
CHU & HOLO	CHU & HOLO	30th May.
SWATOW, WEIHAIWEI, CHEFOO	SWATOW	30th May.
MANILA	MANILA	30th May.
SHANGHAI	SHANGHAI	30th May.
MANILA, ZAMBOANGA, PT. DARWIN,	MANILA	1st June.
THURSDAY ISLAND, COBTOWN,	THURSDAY ISLAND	1st June.
CAIRNS, TOWNSVILLE, BRISBANE,	CAIRNS	1st June.
SYDNEY & MELBOURNE	SYDNEY	14th June.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duty qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Japanese and Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

N.B.—REDUCED SALOON FARES. Single and Return, To Manila and
Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, May 26, 1906

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Steward—Steamers. All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Reiger	Manila	May 27, at Noon.
RUBI	2540	A. H. Nolley	Manila	June 3, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, May 22, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUZ CANAL.
(With Liberty to Call at the
MALABAR COAST).

STEAMERS	TO SAIL
S.S. NORDPOL	About 15th June.
S.S. INDRAWADI	About 25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 18, 1906.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks—

S.S.	Captain
S.S. SWANLEY	J. P. Dawson
S.S. COURTFIELD	J. W. Martin
S.S. ORANLEY	W. E. Stubbins
S.S. IRZAL	M. Robertson
S.S. ABOT	G. E. Cox
S.S. LOTHIAN	J. G. Williamson
S.S. INKUM	E. S. Fraser
S.S. SITH	J. Rowley
S.S. BOKAL	Ger. Shepherd
S.S. INDRAHAMA	R. P. Clarke
S.S. INDRAVILLI	J. Cullington
S.S. BEALDA	Geo. Brown
S.S. CATHERINE PARK	Geo. Brown
S.S. INEULA	Dean

For Freight, apply to

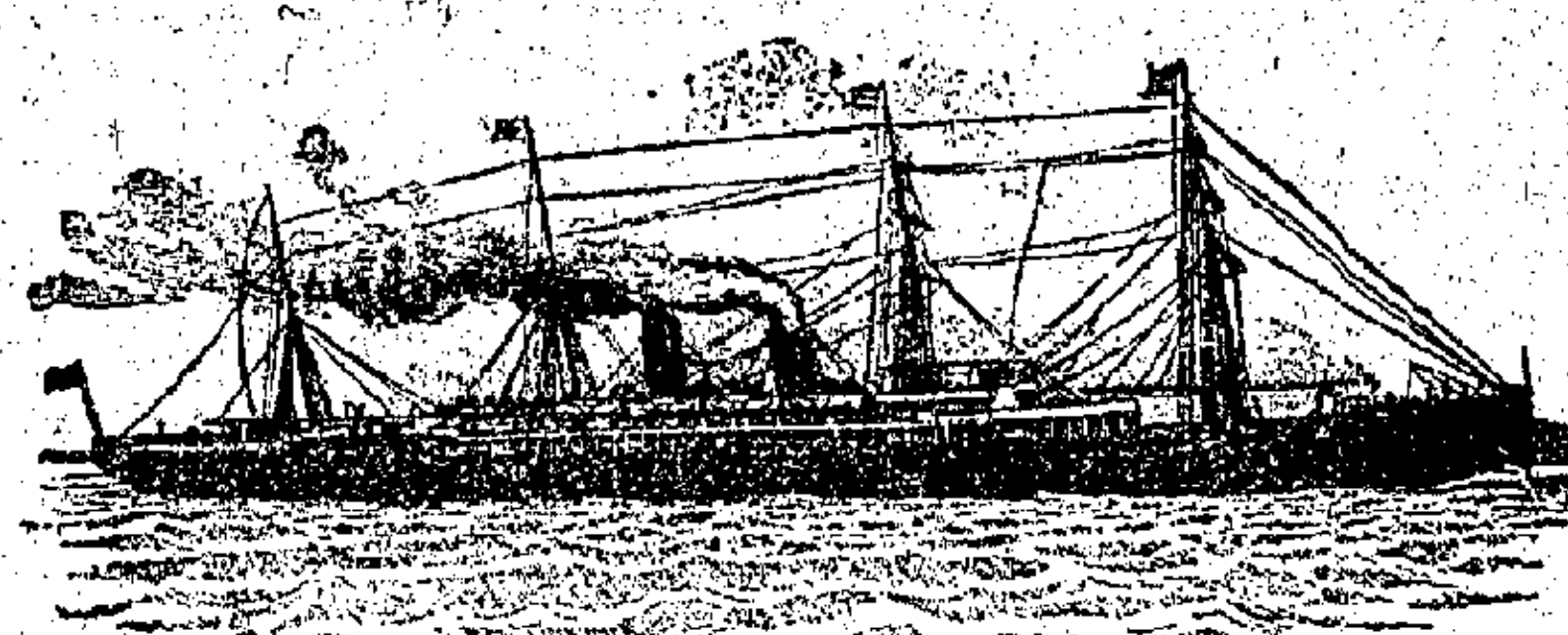
GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 2, 1906.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA.U.S. MAIL LINES.
VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU,
the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DATE
MANCHURIA 13,699 Gross Tons	TUESDAY, 30th May, at Noon.
KOREA 11,278	TUESDAY, 13th June, at Noon.
CORICO 4,562	THURSDAY, 22nd June, at Noon.
SIBERIA 11,284	THURSDAY, 6th July, at Noon.
MONSIEUR 13,638	TUESDAY, 18th July, at Noon.
CHINA 5,000	FRIDAY, 28th July, at Noon.
DORU 4,784	FRIDAY, 11th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,278 tons, Oct.
18th-22nd, 1902; 10 days, 15 hours.

THE P. M. Steamship MANCHURIA will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and
HONOLULU on TUESDAY, the 30th May, at Noon, taking Freight for Japan, the
United States, and Europe. Passengers are allowed to break their journey at any
point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.

S. SILVERSTONE, Agent.

Hongkong, May 25, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO, AMARA	SHANGHAI	TUESDAY, May 27, at Noon.
SINGAPORE, PENANG, LAISANG	SINGAPORE	TUESDAY, May 30, at 3 P.M.
AND CALCUTTA	LAISANG	June 1, at 3 P.M.
SHANGHAI, LAISANG	SHANGHAI	THURSDAY, June 2, at 3 P.M.
TIENSIIN, via CHEFOO, ESANG	TIENSIIN	FRIDAY, June 2, at 3 P.M.
SINGAPORE, SOURA, BATA & SAMARANG	SINGAPORE	FRIDAY, June 2, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yungtse Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

755

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Chartered Steamship
EMMA LUKEN,
Captain MARTENS, will be despatched for
the above Ports on SATURDAY, the 27th
inst., at 2 P.M.

For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.

Hongkong, May 25, 1906.

1020

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
CALEDONNIEN,
Captain _____, will be despatched for
the above ports on or about TUESDAY,
the 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 26, 1906.

1021

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS TO SAIL 18th 1906.

SAGAMI About June 2.

MONTROSE About June 20.

ST HUGO About July 15.

For Freight and further information,
Apply to

DODWELL & CO., LTD.

Hongkong, May 26, 1906.

111

AUSTRIAN NAVIGATION
COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUZ
AND PORT SAID.

(Taking cargo at through rates to the
BRASS, SOURA, AMARA, PENANG,
COLOMBO, KARACHI, ADEN, SUZ, LEVANT,
VENICE AND ADRIATIC PORTS.)

THE Company's Steamship
MAIRIA VALERIE,
Captain BREKHOF, will be despatched
for the above ports on THURSDAY, the 1st
June, 1906.

This well-known Steamer is especially
fitted for Passengers, and has a Refrigerating
Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

The Steamer is installed throughout with
the Electric Light.

A duty qualified Surgeon and Stewardess
are carried.

N.B.—To assure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 8, 1906.

931

FOR NEW YORK,
VIA PORTS AND SUZ CANAL.

(With Liberty to call at the Malabar Coast)

THE Steamship

KENNEBEC

will be despatched for the above ports
about EARLY JULY, 1906.

For Freight, etc., apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4 Des Vaux Road Central.

Hongkong, May 18, 1906.

973

Shipping.

FOR KOBE AND YOKOHAMA.

THE British Steamship
SAINT RILDA

Captain W. Jones, will be despatched for
the above ports on or about TUESDAY,
the 30th May.

For Freight, apply to
BRADLEY & CO.,
Agents.

Hongkong, May 24, 1906.

1113

Shipping.

STEAMFOR

STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN,
BANKAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for DATA,
VIA PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain
R. A. PETERS, carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
3rd June, at Noon, taking Passengers
and Cargo for the above Ports in con-
nection with the Company's s.s. *Tides*,
7,911 tons, from Colombo, Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.

Silk and Valuable Mail Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the *R.M.S.*
Egypt, due in London on the 16th July,<

HARE-FOOTED FRAUDS.

KANSAS CITY, April 11.

The patrons of the American Mercantile Company, a genuine quick concern in the Hall building, found the doors locked and the following notice posted:—

"Good by, you suckers, good by."

The American Mercantile Company is said to have come here from St. Joseph, Missouri. It wrote contracts with individuals who obligated themselves to pay certain sums for eighty weeks, at the end of which the individual was to receive his money back, with a very liberal rate of interest. The company's first contracts are just beginning to mature and the patrons were demanding their money.

From the volume of the company's mail it is estimated that the "suckers" number 2,000 or more. Inquiries have come recently from San Francisco and Los Angeles, indicating that the concern was operating as far west as the Coast. Two women who paid \$2 weekly for eighty weeks were among those who called to get their money to-day. Manager Shipley has disappeared and the victims are unable to locate him.

ACCIDENTAL CURES FOR CANCER.

LONDON, Mar. 20.

Following the remarkable cancer "cure" through operations made from violent lesions, reported by an Ebor doctor in the *Lancet*, some details, given by a Malvern medical man, Dr. Francis Williams Joshua, of another case of apparent recovery from malignant disease of the mouth—in this case through boric acid mouth washes, and painting over the painful parts with glycerine of cocaine, to relieve the pain.

The patient was a lady aged 53, totally blind from cataract, and bedridden for six years. After complaining of sore throat in June last, a small ulcer appeared on the side of the tongue. Dr. Joshua and his house surgeon diagnosed the growth to be malignant, and his opinion was confirmed by an eminent Birmingham surgeon. Taking into consideration the age of the patient, it was agreed that an operation was inadvisable, and the only treatment adopted was that already mentioned. The growth gradually disappeared, and all the painful symptoms subsided, the tongue and throat being normal at the end of December—six months from the date when cancer was diagnosed. The patient subsequently died, but from other causes.

Unfortunately, Dr. Joshua was unable to have a portion of growth submitted to microscopic analysis, and he asks if it is possible that well-marked cancer may disappear spontaneously in some cases, irrespective of so-called specific or other methods of treatment.

Dr. Joshua, interviewed yesterday, said he did not wish to convey the impression that the treatment with boric acid mouth washes and the painting of the painful parts with glycerine of cocaine had anything whatever to do with the cure of the malignant growth, except in relieving the pain and other symptoms. His purpose in writing to the *Lancet* about the case was to invite discussion and the publication of other cases. He had been 10 years in practice in Malvern, and had never known cure, irrespective of treatment. It would be cruel to raise false hopes that the treatment referred to in his letter was a cure for cancer.

"ALL OVER THE WORLD."

AN OLD FRENCH, CAPTAIN OF SEVERE IN-
FLECTION, TELLS WHY AND WHERE
HE RECOMMENDS MOTHER SELIG'S
SYRUP.

"I have since then recommended Mother Selig's Syrup to my friends all over the world, the Gold Coast especially."
This is the statement of a veteran soldier of the British army, who was born in the West Indies, served in the Ashanti war and is still in "the service," being employed by the Army Service Corps in the Military Stores at Port Elizabeth. He has suffered for years from distressing pains and disabilities in Africa. In all cases, on both sides of the world, he turned for actual help for relief, to Mother Selig's Syrup, which he found to be the only remedy that was successful with him and others of his children.

Mr. Carter is a native of Kingston, Jamaica, now which city his father carried on a large plantation. He enlisted in the First West India Regiment and was promoted through various ranks to that of Quartermaster Sergeant, serving in all, for 27 years. He has now at 50, Yrre Street, South End, Port Elizabeth. His experience has been so wide-spread and unique that what he says is of particular interest, so we give his letter, dated November 21, 1904, just as it was received.

THE SOLDIER'S OWN STORY.

"I cannot reflect the exact date of my first attack of indigestion, but my way was clear for Mother Selig's Syrup of the 1st British West India Regiment at the time and stationed at Kingston. I used to feel out of sorts, I always felt as though I had eaten too much, even though, in fact, it would be the smallest morsel I had a blow-out, pulled-up, sensation after each meal, and I was sure you felt miserable. "Remembering that my parents had used Mother Selig's Syrup for the younger members of our family and as they placed their faith in Mother Selig's curative powers, I considered I would not go far wrong by giving it a trial myself. I had suffered for three years and was determined to get rid of my terrible indigestion. I was walking up Orange Street, Kingston, Jamaica, when I came to Dr. Goldson's chemist shop, and there I purchased a bottle of Mother Selig's Syrup. I used it for about two months, and at the end of which I found I had no further need of medicine or doctors; I was completely cured."

"I have since then recommended Mother Selig's Syrup to my friends all over the world, the Gold Coast especially, where I had to give myself another course, of Selig's own to the severe chronic conditions and the generally unhealthy condition of our people. I am still a healthy, robust man, and pleased to be able to give you this statement."

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Drought Beer drawn from the Wood.
BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. R. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S
SATINETTE
(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
DES VŒUX ROAD.

Hongkong, May 17, 1905.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DEPARTURE ABOUT.	DUE.
May 30	M. M. Ernest Simon	Marseilles	June 28	June 27
June 3	P. & O. Arabia	London	July 2	July 9
June 7	G. M. S. Bayern	Hamburg	July 20	—
June 13	M. M. Polynesien	Marseilles	July 11	July 10
June 17	P. & O. Beagle	London	July 16	July 23
June 21	G. M. S. Zetland	Hamburg	Aug. 8	—
June 27	M. M. Cleland	Marseilles	July 25	July 24

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
May 31	C. P. R. Empress of China	Vancouver	June 21
June 1	do. Empress of India	do.	June 12
June 13	do. Empress of Japan	do.	July 29
July 12	do. Empress of China	do.	Aug. 23
Aug. 2	do. Empress of Japan	do.	Sept. 13
Aug. 23	do. Empress of China	do.	Oct. 7
Sept. 13	do. Empress of India	do.	—

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
May 31	P. M. S. Manchuria	San Francisco	June 26
June 13	P. M. S. Korea	do.	July 11
June 22	O. & O. Cordia	do.	July 21
July 6	P. M. S. Siberia	do.	Aug. 1
July 18	P. M. S. Mongolia	do.	Aug. 15
July 28	P. M. S. China	do.	Aug. 25
Aug. 11	O. & O. Doris	do.	Sept. 8

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
May 29	N. D. L. Prinzess Alice	Sydney	June 21
June 9	C. N. Changsha	do.	July 2
June 16	E. & A. Eastern	do.	July 11
July 6	C. N. Chingam	do.	July 28
July 12	E. & A. Australian	do.	Aug. 25
Aug. 2	C. N. Taiyuan	do.	Aug. 30
Aug. 14	E. & A. Enigma	do.	Sept. 6
Sept. 6	O. N. Tainan	do.	Sept. 27
Sept. 19	E. & A. Eastern	do.	Oct. 12
Sept. 27	C. N. Changsha	do.	—

AUCTIONS.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,
SATURDAY,
the 27th May, 1905, at 12.30 p.m., at his
Sales Rooms, QUEEN'S ROAD,
Lot 1. DRESS MATERIALS, SLEVES,
GAINES, LACE, FLANNERS, FINGERS, COR-
sets, HOSE, SOCKS, LAMBS' and CHILDREN'S
HATS and SHOES, BUCKLES, WOOL, SEA-
TOWERS, BLANKETS, &c., &c.
TERMS of SALE:—As Customary.
V. J. REMEDIOS,
Auctioneer.
Hongkong, May 23, 1905.

PUBLIC AUCTION.
THE Undersigned has received instructions from Mrs. HARRIS, to Sell by Public Auction, on
SATURDAY and MONDAY,
the 27th and 28th May, 1905, commencing each day at 2 p.m., at Nos. 2, 3, 4, 5, 6 and 7, FREDERICK'S BUILDING,
THE WHOLE of her
VALUABLE HOUSEHOLD FURNITURE
(of Hall and Kitchens, Marble-top, Lane, Gainsford & Co., and English Makes),
Comprising—
UNFURNISHED DRAWING-ROOM, SCOTCH, FRONTS, OVERMANTLES with BEVELLED MIRROR, OCCASIONAL TABLE, PICTURES, ORNAMENTS, &c., &c.;
SIX DRAWING TABLES, DINING CHAIRS, TEA TABLE with BEVELLED MIRROR, DINNER WAGGONS, DINING SETS, GLASS and CROCKERY WARE, CUTLERY, &c., &c.;
BISS-MOUNTED BEDSTEADS (Single and Double), WARDROBES with BEVELLED MIRROR, DRESSING TABLE with BEVELLED MIRROR, MARBLE-TOP WARDROBES, TOILET SETS, UNFURNISHED CHAIRS, &c., &c.;
PENT, BATHROOM and KITCHEN REQUISITES;
2 COTTAGE PIANOS;
A quantity of Pots and PLANTS.
TERMS:—As customary.
On View from Thursday, the 25th May.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, May 17, 1905.

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION.
MESSRS HUGHES & HOUGH have been instructed to Sell by Public Auction, on
WEDNESDAY,
the 11th May, 1905, at 3 o'clock, in the afternoon, at their Office, No. 8, DES VŒUX ROAD CENTRAL (Corner of the Victoria Street),
THE VERY VALUABLE
RECLAMATION PROPERTY
being Sub-sections 3, 4, 5 and 6 of Section D of the Reclamation to Marine Lot No. 225 in ONE LOT.
This LOT comprises Nos. 8, 7, 6 and 5, Cornhill Road, West and Nos. 9, 11, 13 and 15, New Market Street, Victoria, Hongkong.
The Property is held under the usual Reclamation Agreement, and the annual Croft Rent of \$140. Area about 7,942 square feet.
Particulars and Conditions of Sale may be had from the Vendor's Solicitors,
Messrs DEACON, LOOKER & DEACON,
1, Des Vœux Road Central,
and also from the AUCTIONEERS.
Hongkong, May 18, 1905.

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION.
MESSRS HUGHES & HOUGH have been instructed to Sell by Public Auction, on
MONDAY,
the 15th June, 1905, at 3.30 o'clock in the afternoon, at their Auction Room, No. 8, Des Vœux Road (Corner of the Victoria Street),
THE VALUABLE LEASEHOLD
which is intended to be registered in the Office as SUB-SECTION 1 OF SECTION N OF MARINE LOT NUMBER SEVENTY-ONE
in One Lot.
This Property comprises Nos. 84, 86, 88 and 90, KO SHING STREET, VICTORIA, HONGKONG.
Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors,
Messrs DEACON, LOOKER & DEACON,
1, Des Vœux Road Central,
and also from the AUCTIONEERS.
Hongkong, May 22, 1905.

WEEKLY NEWS FOR HOME.
The Overland China Mail
Published to suit the Departures of each English and French Mail Steamer to Europe.
FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, &c.)
at 7 p.m. Annular (including Postage).
"CHINA MAIL" OFFICE,
5, WYNDHAM STREET, HONGKONG.

THE
HONGKONG
DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.
Dated Co., Limited.
Reprinted from the "CHINA MAIL".
Price Fifty Cents.
To be had at the "China Mail Office" 5 Wyndham Street.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported on
Algerie	despatch-boat	1790	12	3000	Capt. Richard M. Harbord	Wahaiwai
Albion	despatch-boat, 1st class	12,550	42	13,500	Captain Sydney R. Fremantle	Hongkong
Algerie	despatch-boat, 1st class	1060	6	1400	Reserve	On way London
Amphitrite	cruiser, 1st class	11,000	16	15,000	Capt. Charles Windham, C.V.O.	Hongkong
Andromeda	cruiser, 2nd class	4200	10	8,500	Capt. H. N. Onslow	Shanghai
Astrea	cruiser, 2nd class	4200	10	7000	Capt. H. G. Tullell	Hongkong
Bonaventura	gunboat, 1st class	710	6	1800	Capt. H. H. Torless	Hongkong
Bramble	gunboat, 1st class	710	6	1800	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1800	Reserve	Hongkong
Centurion	gunboat, 1st class	10,400	14	13,000	Captain Fagan	Shanghai
Cerberus	gunboat, 1st class	320	4	900	Reserve	Hongkong
Danae	torpedo boat destroyer	560	4	3700	Lt. Comdr. Stevenson	Hongkong
Delfin	torpedo boat destroyer	12,550	13	18,500	Captain Hon. Walter G. Stopford	Mitsui Bay
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt. Comdr. Richards	Hongkong
Hecula	Special Torpedo-vessel	6400	—	24'0	Capt. E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	20,000	Captain Shortland	Mitsui Bay
Humber	cruiser, 2nd class	1640	—	800	Lt. Comdr. F. M. Risdore	Hongkong
Indra	cruiser, 2nd class	3600	17	8000	Captain W. B. Esmecker	Singapore
Juno	torpedo boat destroyer	280	6	3900	Reserve	Hongkong
Kilnash	river gunboat	—	4	—	Lt. Comdr. E. V. R. Dugmore	Yangtze
Kilnash	river gunboat	180	2	800	Lt. Comdr. F. E. Noble	West River
Kilnash	gunboat, 1st class	12,550	16	15,500	Captain T. G. Groat	Mitsui Bay
Kilnash	torpedo boat destroyer	350	6	5900	Reserve	Hongkong
Kilnash	gunboat, 1st class	1015	6	1400	Reserve	Hongkong
Kilnash	gunboat, 1st class	885	6	680	Reserve	Hongkong
Kilnash	gunboat, 1st class	85	2	240	Lt. Com. R. E. Vaughan	West River
Kilnash	gunboat, 1st class	85	2	240	Reserve	West River
Kilnash	gunboat, 1st class	3500	8	9000	Capt. C. H. H. Moore	Yangtze
Kilnash	gunboat, 1st class	85	2	240	Lt. Comdr. Davidson	Singapore
Kilnash	gunboat, 1st class	12,000	14	20,000	Captain Wm. L. Grant	Hongkong
Kilnash	torpedo boat destroyer	250	6	4500	Reserve	Hongkong
Kilnash	receiving ship	4500	6	—	Commodore Dicken	Yangtze
Kilnash	river gunboat	180	2	800	Lt. Comdr. E. Leveston	Yangtze
Kilnash	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Singapore
Kilnash	gunboat, 1st class	12,550	16	15,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Kilnash	gunboat, 1st class	355	6	4300	Lt. Comdr. A. Gregory	Hongkong
Kilnash	torpedo boat destroyer	326	—	6200	Comdr. R. W. Almond	Hongkong
Kilnash	gunboat, 1st class	350	6	5900	Lt. Comdr. G. E. L. Thomas	Upper Yangtze
Kilnash	river gunboat	160	2	800	Lt. Comdr. C. W. Wrightson	Upper Yangtze
Kilnash	river gunboat	160	2	800	Lt. Comdr. Jno. F. Knech	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. O'Brien-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description	Tons	Guns	H.P.	Captains	
Aspern	Austro-Hungarian cruiser	2437	20	1800	Capt. Friedrich Grunzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl Franz	Swatow
Achéron	French armoured gunboat	1786	10	1700	Comdr. Laferrière	Singapore
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Singapore
Argus	French gunboat	123	—	500	Lieut. Crespin	Singapore
Aspide	French gunboat	475	9	450	Lieut. Journot	Singapore
Aspide	French gunboat	140	6	150	—	Halong
Bengali	French gunboat	680	6	400	—	Singapore
Bugeaud	French gunboat	3740	29	8000	Capt. Lefèvre	Singapore
Cassiope	French gunboat	140	6	150	—	Halong
Châteauneuf	French cruiser	8018	18	17,000	Captain V. Poldron	Singapore
Comète	French gunboat	525	4	438	Commander Lovel	Halong
Décade	French gunboat	680	10	800	Commander L'Eves	Vladivostok
D'Assas	French cruiser	4000	31	9500	—	Singapore
Estoc	French gunboat	350	7	333	Lieut. Jehanne	Halong
Frederic	French destroyer	9376	38	20,200	—	Halong
Guydon	French cruiser	307	7	300	—	Shanghai
Henri Riviere	French gunboat	1250	6	3200	—	Halong
Indra	French destroyer	3700	12	15,000	Lieut. Comdr. Bainsant	Halong
Korossint	French gunboat	350	7	300	Commander Le Gellens	Shanghai
Montcalm	French torpedo-boat	4018	27	8500	Captain Cress	Halong
Mosquit	French gunboat	350	7	300	Lieut. de Vaux Pat	Halong
Pascal	French gunboat	350	7	300	Capt. Hourst	Kanagawa
Pictou	French cruiser	4015	27	8500	Comdr. Semmes	Halong
Redoutable	French torpedo-boat	350	7	300	Lieut. de Woerth	Halong
Stry	French cruiser	9437	8	6071	—	Singapore
Sully	French cruiser	1795	10	1700	Capt. Vincent	Singapore
Takung	French cruiser	6293	—	20,000	Captain Guibertan	Shanghai
Vauban	French gunboat	629	2	900	Lieut. Holme	Kanagawa
Vigilante	French gunboat	6150	23	4500	Captain Bloude	Kanagawa
	French gunboat	123	7	500	Lieut. Carol	Along Bay
Bussard	German cruiser	1857	15	2800	Comdr. Huss	—
Fürst Bismarck	German flag-ship	11,000	25	14,000	Captain Prowe	Manila
Gaet	German cruiser	1770	15	2800	Comdr. von Stuhlitz	Singapore
Hansa	German cruiser	6230	24	10,000	Capt. Weber	—
Hertha	German cruiser	6500	27	10,000	Capt. Baron Schinckelmann	Singapore
Hilf	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Nanking
Jaguar	German gunboat	800	10	1300	Comdr. Klose	Amoy
Lucas	German gunboat	850	10	1344	Comdr. Kroenke	Halong
Möwe	German gunboat	1065	8	875	Comdr. von Grunbkow	Manila
Seeadler	German cruiser	1640	15	2800	Comdr. Forstus	Shanghai
Thetis	German cruiser	2560	24	8000	Captain Voit	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	—
Tingtau	German gunboat	170	5	1300	Comdr. Gieseler	Canton
Vorwärts	German gunboat	—	3	500	Lieut. Schaff	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borea Raci	—
Marco Polo	Italian cruiser	3600	28	7600	Captain Eschbrenner	Shanghai
Puglia	Italian cruiser	2422	28	7600	Capt. Pescante	Shanghai
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Macao
Du	Portuguese gunboat	730	—	—	Captain Continho	Macao
Don Carlos de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco do Carvalho	—

TANSAN

NATURAL MINERAL WATER
BOTTLED AT THE SPRINGS

AT TAKARADZKA

BY

J. CLIFFORD-WILKINSON,

KOBE, JAPAN.

Per Case of 48 Bottles \$6.00
For Case of 100 Bottles \$8.00

An invigorating Sparkling-Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in lassitude and debility so common throughout the East.

Its curative properties in Croup, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL
MEDICINAL WATER.

BOTTLED AT THE SPRINGS

AT TAKARADZKA, BY

J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which properly combined its use before any other Mineral water.

FOR CONSTIPATION. Take a tumbler half an hour before rising.

FOR GOUT. Take half a tumbler full half an hour after meals and before retiring.

FOR BRUISES, OR FLATULENCY. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

9.00 a case of 48 Quarts.
2.50 a Dozen Bottles.

H. PRICE & CO.,

12 QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, January 3, 1906.

W. W. POWELL,

LIMITED.

GENTLEMEN'S

DEPARTMENT

28, QUEEN'S ROAD.

NEW

ZEPHYR SHIRTS.

CELLULAR

SINGLES.

PITH,

CORK and

RUBBER

HELMETS.

BUCKSKIN

and

CANVAS BOOTS.

BATHING

COSTUMES,

etc., etc., etc.

INSPECTION INVITED.

WILLIAM POWELL,

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HONGKONG.



TRADE MARK.

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BIRTHS.

At Government Civil Hospital, on the 24th May, the wife of W. CADMON, Inspector of Police, of a Daughter.
On May 22, 1906 at 35, WONG NEI CHONG Road, Hongkong, to the wife of WALTER N. FOX, President of The Li Shing College, a Son (CHESTER LAWRENCE).

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, FRIDAY, MAY 26, 1906.

EDITORIAL COMMENT.

THE HONGKONG CANTON RAILWAY.

At a meeting of the Legislative Council held on Thursday last, His Excellency the Governor was able to place before the public some definite information about the proposed railway from Kowloon to Canton, visions of which have for a long time been before the minds of Hongkong residents.

For some years the business and commercial community here have been hoping and even expecting that the railway would be commenced; but hitherto, notwithstanding many rumours, more or less definite, often of a conflicting nature, nothing viable has appeared, and little reliable information could be secured. Now however we are put in possession of some clearer facts, which, though they do not necessarily guarantee that the line will be at once commenced, do afford that negotiations have seriously commenced, and that a party of surveyors is on the way here whose duty it will be to locate the part of the line within British territory. It must be remembered that since the original plans of the promoters of this railway were formulated and presented to those whose duty it was to accept them, an entirely new set of conditions have come into view, which would render it impossible to carry out the work through, or present increased and unexpected difficulties need not here be discussed. The change has intervened; the governments have to be considered and negotiated with instead of one. It is probably more difficult to negotiate matters when there are two persons interested than when one only has to be considered; and this is not less true when governments have to be considered rather than individuals. Ignorance must be dispelled; prejudices must be removed; interests must be recognised and safeguarded; concessions must be secured. The conditions which now obtain make it imperative on the promoters of the line to negotiate with two governments, and therefore, though the one, without doubt, will offer every facility for the consummation of the undertaking, the task of negotiation may not be less, but may be more difficult.

Recent events in the history of the Kwangtung provinces indicate that a new factor in the corporate life of China is coming, if indeed it has not already come; to the front; we refer to the way in which the native commercial and educated classes are beginning to formulate and express their own views by means of the public meeting, the telegraph, and the cable. It is not enough that the central government should concede a request. Apparently, if the concession is desired to the minds of the representative men in the district or province concerned, they do not now hesitate to express their disapproval, which the central government are not eager to transpire ruthlessly underfoot. The way in which the Viceroy and his staff have effectively blocked the way, and prevented the present continuation of the Canton-Hankow line is a case in point; and though the triumph may be only temporary, it will strengthen the people in their determination to be heard in matters which concern themselves and the province in which they live. It is obvious therefore that everything reasonable must be attempted on our part to meet the wishes of the local magnates, and to remove or conciliate any prejudices, which, for any reason, they may entertain. If they

endorse the arrangement made with the central government the work will be easy; if they oppose it, recent history proves that they can throw difficulties in the way, which will be irritating if not insurmountable. Whatever may be the ultimate issues of the determined agitation against the American government because of its uncompromising repression of coolie labour within her boundaries, and the expressed intention to retaliate by turning away from all the manufactures and commodities which America has recently supplied to China, it is likely that it will militate against any immediate possibility of their being able to carry out their scheme, and to extend the Canton-Fatshan line from Canton to Whampoa. That this project has been discussed we know. That this undertaking, if successful, would be carried out which we greatly doubt, would interfere with the complete success of the Kowloon-Canton line is possible. It is therefore of paramount importance, that every inducement should be placed not only before the local authorities in order to secure a favourable decision, so that the engineers may commence work at the earliest possible hour. There need be no hesitation on the score of future success when the work is done. From all information available, the branch line from Canton to San-shui, specially the section which runs from Canton to Fatshan, pays well, and is likely to pay larger dividends in the future. The Kowloon-Canton line, though it will pass through a more sparsely-populated district at first, when it reaches the plain which is watered by the East River, will be within easy reach of many considerable towns, and almost innumerable populous villages from which crowds will emerge, and avail themselves of the train, instead of the cumbersome passage boats in order to do their business with the great metropolis of the South. Of course, the route has not yet been definitely decided upon; but the Hongkong end of the line should be settled by ourselves; and we hope it will be done with wisdom and foresight.

The few remarks we made the other day with reference to the very dilapidated state of many of the majority of the rickshas which ply for hire through our streets have had the effect of awakening the public to the state of affairs which prevail, and, as a consequence, several pertinent comments have been made to us with regard thereto. One correspondent suggests that we should ask why it is that so many of the rickshas, such as they are, are exempted from being numbered on the sides. One often has to go to the rear of the vehicle to see whether it is privately owned or not. It would, he further suggests, be of convenience to both the public and the police, were the vehicles all numbered on both sides. Nor is this the only matter to which our attention has been drawn. On all sides we hear complaints, and other cities are being led up as examples for our guidance. For instance on Tuesday one of our residents entered a ricksha and on putting his foot on the bottom of the vehicle caught his leg in the zinc corner which had been worn through. Being able to speak Chinese he drew the attention of the ricksha coolie to it, but, as is usual, got little satisfaction for his trouble. On the following day the same gentleman engaged another ricksha and found that there was a hole right through the zinc in this case. It is hardly likely that our informant engaged the only two rickshas which were in a similar state, and it would seem, therefore, that the conditions are even worse than we depicted them on Wednesday. Should one of these rickshas be used by a lady it is more than probable that a damaged skirt would be her portion, for should her dress come into contact with the ragged, serrated edge of the broken zinc there would be few chances of her alighting from the ricksha without tearing her skirt. In our previous remarks we referred to the conditions depicted by rickshas at Macao, but we might have gone even further. Take Shanghai as an example. The Model Settlement. In a before this been damaged before our eyes as an instance of how to control our rickshas, and now again we could with advantage examine the ricksha method. The system there is not perfect, but it is immeasurably superior to our own. Yet it is not a complex system. Far from it. An inspector is deputed to supervise the whole of the ricksha traffic of the northern city and he goes his rounds armed, we believe, with an axe. Should he happen to come across a ricksha which does not conform with his instructions regarding the safety or cleanliness, he will take it. The axe is brandished in requisition and with a few firm blows the ricksha vehicle is smashed in pieces. They do not leave any openings for the ricksha to again ply for hire. It would appear upon examination that Hongkong holds the unenviable reputation of having the worst rickshas of any of the important towns in the Far East. Why should this be so? The answer is not far to seek. Want of efficient supervision is also responsible. And this should not be so. The coolies follow their calling in broad daylight as well as at night times, and the deplorable condition of the rickshas is apparent to all who are willing to see. They are hidden from sight in out-of-the-way corners, but are partly parked along our public thoroughfares. It is time that the subject received the attention of the Captain Superintendent of Police, seeing that the so-called inspection of rickshas is now carried out at the Central Police Station.

LOCAL AND COAST NEWS.

Japan has opened a consulate at Wai-kei. The announcement of this step has been made to the diplomatic world, and an official of some importance sent as Japan's representative.

His Honour, Mr. A. G. Wise, presided in the Summary division of the Supreme Court this morning. The business dealt with was of minor importance, judgment being given in several small cases and dates for hearing of others fixed.

The Flagship "Hysciath," whilst at Bombay, saw some changes in her officers. Gunner-Lieutenant Backhouse sailed by the a.s. "Galadonia," and Lieut. Ramsey by the a.s. "Maedonia" for London. The former was relieved by Gun-Lieut. McGowan, and the latter by sub-Lieut. Roberts.

A loking was fined \$15, at the Magistrate's court this morning, on a charge of assault. The complainant, a Chinaman, said that he was in the street at about 2 o'clock in the morning when the loking came up and kicked him. He did nothing to provoke the assault and took the officer's number in order to report him. The loking denied the charge and said that he arrested the complainant for committing a nuisance but did not kick him.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—
A Friend ... \$ 50
R. G. O., Passage Money Fund ... 50

The Gingalees.

The Dallas-Badmann Opera Company are due to arrive in Hongkong on Sunday by the French Mail. The Company will open on Monday night at the City Hall, when "The Gingalees" will be staged.

The New R. C. Church.

The Solemn Blessing of the new R. C. Church at Kowloon will take place on Sunday, the 28th inst. The Order will be as follows:—Morning Service, 7.30. The Ceremony of the Blessing, 8.00. The Ceremony of Solemn High Mass, Evening Service, 6.00. To Deum, followed by Benediction.

Band at King Edward Hotel.

By kind permission of Lt.-Col. I. G. Aitchey and Officers, the Band of the 119th Infantry will play the following programme of music, at the above Hotel, during dinner, tonight the 26th May, 1906 (weather permitting):—
March ... "Marching Through Georgia" ... Miller
March ... "The Rose Maiden" ... Coven
Valse ... "Sweet Maria" ... Lowthion
Song ... "Sensation and Rain" ... Rumbal
Song ... "Florie Bunchie" ... Supple
Divertissement on Chinese Melodies ... Glover
Fest of Lanterns ... GloverFamous ... "Sullivan's Song" ... Koppay
Gale ... "The Cybils" ... Kuppel
GOD SAVE THE KING.

Band at Hongkong Hotel.

By kind permission of Colonel W. G. B. Western, C.B., and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music during dinner at the Hongkong Hotel, on Saturday evening, 27th May:—
March ... "A Frigates" ... Geste
Overture ... "Eugene Dami" ... Supple
Selection from ... "The Girl from Kay" ... Caryll
Valse ... "The Blue Danube" ... Strauss
Song (soprano solo) "Kilbarny" ... Balfe
Selection from ... "The Bohemian Girl" ... Meszkowski
Selection from ... "La Poupée" ... Audran
Cake Walk ... "Cotton Blossoms" ... Hall
GOD SAVE THE KING.

Radium and Cancer.

New York, April 12.—It is announced that cases of cancer have been successfully treated at the Flower Hospital by the use of a solution of radium, obtained by a process invented by Mr. Hugo Lieber, a well-known New York chemist. The solution is kept in glass with an outer metal case, which obstructs the "alpha" rays. Mr. Lieber has discovered a method of making a sort of radium paint or coating, which permits of the application of this remedy even by the poor, while the curative effects are intensified. A colloid solution is mixed with the paint and applied to the cancerous parts, which are in deeper layers. One patient, 32 years of age, is said to have been cured after a fortnight's treatment. Medical men are said to be astonished at the success attained by applications of this remedy to the throat.

OUT OF DATE.—Nascent medicines are out of date. Stearns' Wine of Cod Liver Oil, the tonic and blood builder, is as delicious as fine old port. Makes people strong, too.

RELIEF AFTER SIX YEARS.—Mrs. M. A. Clark, of Timbary Range, N. S. W., Australia, writes: "I wish to inform you of the wonderful benefit I have received from your valuable medicine. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers." Forwarded by ALL DOUGLAS, WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

THE BALTIC FLEET.

VOLUNTEER CRUISERS AT SHANGHAI.

Eight Vessels Anchor off Woosung.

The following telegram has been handed us for publication by a private firm. It arrived from Shanghai this morning.

This afternoon a Russian Volunteer fleet, consisting of 5 vessels and 3 transports, flying the Russian flag, appeared and anchored at Bell Buoy off Woosung.

Soon after the arrival one of the cruisers steamed away.

At about 7.30 p.m. 3 cruisers and the transports shifted their anchorage approaching nearer to Woosung.

[REUTERS SERVICE.]

THE RUSSIAN NAVAL COMMAND.

LONDON, May 24.

Admiral Birleff has been appointed to the command of the Pacific fleet with independent powers.

Admiral Birleff's command includes the Vladivostok and the Baltic fleets.

[MANILA 'CABLENEWS' SERVICE.]

ADMIRAL BIRLEFF'S PLANS.

ST. PETERSBURG, May 26.—Admiral Rozhdestvensky is to leave his command.

Admiral Birleff has left St. Petersburg en route to Vladivostok to assume the supreme command of the fleets of the Caspian and the Pacific. The new admiral-chief is well-known to all students of naval matters and has a stirring career in the Russian navy. He is younger than Rozhdestvensky and is believed to be more aggressive in his plans. There is not even a hint that Admiral Rozhdestvensky has been deposed on account of bad management or for any other reason than his advanced age and health. He is very ill and may not live to reach this capital to which he will return as soon as an opportunity arises. He has kept the authorities here informed of his illness but has said little of returning until the last few days. He then cabled to the Caspian for his successor to be appointed, and regarding that further retention of himself as the chief of the fleet would be useless.

How Admiral Birleff expects to join his command is not stated, but Vladivostok is to be his starting point, and accordingly he has there a wife and children, and the effects of the fleet. The Russian fleet is still lying near Cape Varsa off the coast of Annam, and is apparently awaiting for orders. These will probably come from Admiral Birleff who during his journey will be in touch with the fleet by wire, and he will fully control the fleet at all the previous ones it needs though it is still taking green stuff from the native junks which ply between it and the shore. It is unlikely that the fleet will sail with any hour and that as Admiral Birleff reaches nearer to Vladivostok the fleet will approach there or to some other appointed meeting place in the north.

ALLEGED JAPANESE THREAT.

PARIS, May 26.—All France is disturbed over the newspaper statements that the government fears Japan will invade the French colonies in Indo China in revenge for the alleged infringements of the neutrality laws by France at Saigon on other points on the Annam coast. The newspapers call on the authorities to guard French interests there and ask whether it would not be best to dispatch French naval vessels there at once. The statement is made, apparently on good authority, that Japan informed the French government a few days ago that if the Russian fleet was permitted to linger on the Korean coast, any longer, Japan could immediately make reprisals. As the Baltic ships are still off Cape Varsa, France looks for Japan to make good her threats. France has but a small fleet in Chinese waters as compared with what Admiral Togo could muster, but the French ships would be a valuable addition to the Baltic fleet if they acted together. What France fears is that Japan will send a great force of men and seize her ports in Annam. Japan could reach Annam from the Pescadore in a few days, and from Nagsasaki in a few more, and with her superb transport system, could descend on the French colony with fatal speed.

[France has in her four dependencies, Cutchin-China, Tonkin, Annam and Cambodia, all in Indo-China, not more than 11,000 French soldiers and 16,000 native troops.]

ALLEGED JAPANESE ADVANCE.

TOKYO, May 26.—Field Marshal Oyama has begun the final movement in the advance against the forces of General Linewitch at Kirin. His wings which for several weeks

